

Intimations.

VICTORIA DISPENSARY.

AERATED WATERS.

WATER.—The Water used is absolutely pure.

STEAM PLANT.—Of the latest and most powerful type.

SUPERVISION.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

THE PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRUICKSHANK & CO., LD.

VICTORIA DISPENSARY. [38]

A. S. WATSON & CO., LD.



CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles as heretofore, *Free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS.

whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Emplies when received in good condition.

Counterfoil Order Books supplied free on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready to Stock—

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

LEMON SQUASH

GINGER ALE

RASPBERRYADE

GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED,

The Hongkong Dispensary, Hongkong.

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The RACING CLUB CUP, 2 miles.

Mr. Trebault's Duvril, 11st. 8lbs. 1

The CONCORDIA CUP, 12 miles.

Mr. Josselyn's Firefly, 10st. 12lb. 1

The MONGOLIAN CUP, 12 miles.

Mr. Ward's Veau d'Or, 11st. 4lb. 1

The SPRING CUP, 1 mile.

Mr. Buxey's Blue Beard, 11st. 6lb. 1

The SHANGHAI STAKES, 12 miles.

Mr. Sassoon's Hero, 11st. 7lb. 1

The TAOTAI'S CUP, 1 mile.

Mr. Sassoon's Mighty, 12st. 1

The SCURRY STAKES, 5 furlongs.

Mr. Sassoon's Blackberry, 11st. 4lb. 1

THIRD DAY, THURSDAY, MAY 4TH.

The following are the results received up to the time that we went to press:—

The GREAT NORTHERN PLATE, 7 furlongs.

Mr. Sassoon's Lightning, 10st. 12lb. 1

The EXCHANGE PLATE, from the Two and a Half Mile Post, Once round and in.

Mr. Sassoon's Blackberry, 11st. 11lb. 1

(Including 7lb. extra) 1

The SHANTUNG STAKES, 1 mile.

Mr. John Peel's Watchman, 10st. 12lb. 1

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An Imperial ordinance announces that the number of conscripts to be taken in Japan this year amounts to 20,391.

An ounce of pure gold is worth \$20.64; therefore, a ton of pure gold, which contains 24,000 ounces, is worth \$495,360.

Rev. Pilgric.—What is your idea of perfect happiness?
Miss Gay.—A nice young man with lots of money.

A SMOKING CONCERT is to be held in the Gymnasium of the Victoria Recreation Club on Saturday the 6th inst. We give the "show" this gratuitous "ad." out of charity.

A few days ago, a perfect skeleton of a whale was stranded at the entrance to Non-son Bay, near the coal mines. The natives quickly transported it intact to Anhai village, and set it out in the temple court-yard. Number One Joss!

TYPHUS fever is now prevalent in Yokohama. In one house, which is characterized as being a "second-rate" inn, no less than seven persons were recently stricken down with the disease. They were removed to the local hospital for treatment.

FOR the last couple of days some of the Police have been busy inspecting the ricksha brigade of the colony, who number upwards of five hundred. With all his faults "Flicky" is a useful member of the community and does seem to be a "second-rate" inn, no less than seven persons were recently stricken down with the disease. They were removed to the local hospital for treatment.

LONG jumping, remarks a writer in the *St. James's Gazette*, must be something worth looking on at when the winning jump is some twenty feet long. That is the sort of thing they have in Norway, as this morning's news from Christiania tells us. The champion jumper at the great annual meeting at Stockholm yesterday made a record by covering seventy feet, and the other competitors all managed to come between forty-four and sixty-six. This is certainly more exciting than our champion jump of twenty-three feet and a few inches. The Norwegian, it is true, do not jump as we do. The jump run is down a hill 300 feet high, in the middle of which a springboard is set six feet above the ground, and it is from this that the jumper takes his leap, aided or not, that seventy feet flight through space is a portentous feat. The Norwegian women, too, tuck up their skirts and go at it; truly a sight for sons of Vikings!

A LONDON critic says he will be much surprised if Marie Leyton's new electric serpentine twirly dance will not soon be the talk of the town. This is a description of it: "The apparatus is darkened as usual, and Miss Leyton appears on the stage draped in a mass of some astounding electric evolution and gyrations. The great feature of this electricity is made use of. She has a mass of what appear to be jewels distributed over her neck, arms, and lower limbs. As she dances these light up suddenly, and then are suddenly extinguished, being lit electrically by many hues. Some are partially hidden by the drapery, and shine with a subdued light; but the effect is very beautiful. The manipulation of the limelights from the wings is well managed. At the finish of the dance, by some peculiar arrangement the dancer's skirts look black."

THAT the Douglas Co.'s smart Aberdeen-built clipper *Fokien* can still hold her own with the best of our China coasters has lately been evidenced on several occasions in running across the Form as Channel between Amoy and Tamsui against the Governor of Formosa's speedy "white elephant" *Cassidy*. Although the *Fokien*'s home-power is only 120 as against the Newcastle contractor's 300, and the *Cassidy* has recently had her boiler and more than once recently has fairly beaten her larger rival in the run down from Swatow last night the *Fokien* had a fair opportunity of testing her speed with the Indo-China Co.'s steamer *Taiyang*, and as a healthy rivalry exists between the two companies, it is hardly necessary to say that Captain W. Davis availed himself of the chance. The *Taiyang* left Swatow a few minutes past 3 p.m., and was just disappearing round Sugar Loaf Island when the *Fokien* was sighted from her 18 y. the Jardine coaster. Slowing to a clear 10 knots, the *Fokien* was sailing but surely the *Fokien* lashed the gap, and when a direct course for Hongkong was set off Breaker Point not more than three miles separated the two steamers. A stern chase is proverbially a long one, and this one proved no exception to the rule, as it was not until between 3 and 4 a.m. that the *Fokien* got on terms, but then she rapidly drew away and was safely moored alongside the Douglas Wharf as the *Taiyang* entered the harbour from the Lyceum Pass. Considered that the *Fokien* Co.'s best of engines of 100 h.p. and a newer and more powerful vessel, the *Fokien*'s victory is all the more creditable and must be regarded as a feather in the cap of her builders, Messrs. Hall, Russell & Co.

THUS a British constitutional authority:—Our colonial governors are always intelligent because they have to live by a difficult trade; they are nearly sure to be impartial, because they come from the land of the elect; and they are nearly sure to participate in the selfish desires of any colonial class or body, for long before these desires can have attained fruition they will have passed to the other end of the world, to be busy with other faces and minds, almost out of hearing of what happens in a region they have half forgotten. A colonial governor is a super-parliamentary authority, animated by a wisdom which is probably "quantity considerable," and is a figure from that of the local Parliament. But the advantage of this extrajurisdictional authority is purchased at a heavy price—a price which must not be made light of, because it is often worth paying. A colonial governor is a ruler who has no permanent interest in the colony he governs; who, perhaps, had to look for it on the map when he was sent thither; who takes years before he really understands its parties and its controversies; who, though without prejudice himself, is apt to be a slave to the prejudices of local persons near him; who, inevitably and almost invariably, governs not in the interest of the colony, which he may mistake, but in his own interest, which he sees and is sure of. The first desire of a colonial governor is not to get into a "scrape," not to do anything which may give trouble to his superiors—the Colonial Office—at home, which may cause an untimely and dubious recall which may hurt his after career. He is apt to leave upon the colony the feeling that he has a ruler who only knew them, and does not so much as half care for them.

CHAMBER OF COMMERCE.

The following was crowded out from our report last night.

In supplanting the motion to adopt the report of the Committee for the year, Mr. Bellios said:

—Mr. Chairman and gentlemen, after the rather copious remarks already made on subjects dealt with in the report, little remains to be said. I should, however, like, with your permission, to say a few words on one or two matters in which we are all greatly interested. With regard to the suggested formation of a Lighthouse Board in this colony I feel strongly that this Chamber should do its utmost to urge this step on the local Government. The question is being agitated in nearly all the principal British ports in Eastern waters, its importance generally being recognised. It must never be lost sight of for one moment that this port exists upon shipping, and that any regulations tending in even the smallest degree to restrict its freedom or hamper its trade are sure to have a disastrous effect. The light dues levied on the shipping are avowedly imposed for the specific purpose of providing for the effective lighting of the approaches to the harbour. The shipping interests, in order to raise the necessary funds for carrying out this work more thoroughly by the erection of the Gap Rock Lighthouse, have voluntarily offered to submit to a temporary augmentation of the dues. To secure that these duties shall not in any degree be diverted from the original purpose, it is most desirable that a Lighthouse Board or harbour trust should be formed. If a body of that kind existed we should not have such anomalies as the levy here of tonnage dues on the river and coast steamers every month, instead of their being charged, as they are in ports in China and the Far East, every four, six, or twelve months. We should also have a guarantee that the dues would be devoted to the purpose for which they are levied. Instead of being merged, as they now are, in the general revenue of the colony. The general principle, I take it, upon which tonnage dues are levied in a free port, should be that they should never be in excess of the sum required for harbour conservancy, including the maintenance of all the lights, buoys, &c. So long as the control and supervision of the harbour is vested in the Government there is always the danger of any objects aimed at by the Chamber being devoted to other purposes. I do not for a moment mean any reflection on the manner in which the harbour and lighthouses are now administered; but I think that in the interests of shipping, on which the prosperity of the Colony so largely depends, a Port Trust should be formed, not only to secure economy, but to conserve the freedom of the port. Somewhat allied to this subject is that of the prevention of practical attacks on vessels trading in these waters, a matter which every one will admit is of considerable importance. While sympathising most fully with the objects aimed at by the British Mercantile Marine Officers' Association in their scheme for the prevention of such outrages, I quite agree with the decision of the Committee that it would prove unworkable, besides imposing irritating restrictions on passengers. These outrages must of course be prevented, but they have always been rare, and since the tragedy on board the *Spark*, some nineteen years ago, have been rendered practically impossible by the enforcement of the precautions adopted. If therefore the coasting steamers, take similar precautions—which I believe is done in some ports now—and the water police maintain a brisk surveillance, and the doubtful characters, the risk of armed men taking passage on board steamers from this port will be reduced to a minimum. There will, of course, always remain the chance of such desperadoes being shipped at other ports, and to guard against that contingency the local agents and the officers of vessels will need to be on the alert. Turning to a very different question, I am reminded by the flight of time that we may shortly expect another inquiry from his Excellency the Governor as to our wishes in regard to the proposed new Ordinance. I do not know the opinion of the Chamber generally has undergone any change, but personally I may say, as a prominent supporter of the Bill, that my views remain unaltered. I hope the Ordinance will be allowed to stand as it is. I think it will be admitted that the hardships anticipated have not been experienced, that legitimate business has not been handicapped or interfered with, and that the great object of the Bill—the suppression of the traffic in supposititious shares—has been fully attained. Speculation of a legitimate kind hereafter will be carried on in the shape of time bargains where the numbers of the shares are given, but this business is stagnant simply from want of buyers, that class of operators having for the time at least ceased to exist. Among the objections to the Bill was this, that it belonged to the grandiose class of legislation. Well, I think the Washington Legislature can hardly be accused of that kind of legislation. Yet only recently a Bill was passed by Congress to put a stop to the dealing in "futures," the evils of gambling of this description having become so serious as to demand a check. We do not gamble here in practice and once upon a time, but by so doing, the gambling in shares that had no substance but equally disastrous effects, and it is a matter for congratulation that it has been stopped. Share business is certainly limited now, but it is on a sound basis. The reign of the "boom" is over, and it is no longer possible for operators to depreciate the value of stocks at their pleasure. It may take years for the stock market to fully recover from the effects of the late boom and its collapse, but it would be false policy to endeavour to bring this about by any forcing process. What inflation means at present is a time bargain, and when the recovery takes place let it be sound and thorough, due only to natural causes. I trust that in view of opinions expressed in this Chamber, the Governor has been convinced of the satisfactory working of the Ordinance and that it is unnecessary to ask for a further opinion upon it. I am glad to concur with the remarks made by the preceding speaker on the Transit pass question and on the often suggested opening to steam navigation of the upper waters of the Tszu River. Ever since the signing of the Treaty of Tientsin, which conceded to us by Article XXVIII, the privilege of sending goods inland under cover of transit pass, the Mandarins of Kwangtung have shown a most obstinate determination to render it null and void. And for all the good British trade has derived from the system in the two Kwang provinces it might just as well never have been granted. In fact for nearly a quarter of a century this important privilege has been a dead letter in these two provinces. A great effort was made two or three years back to compel the observance of Article XXVIII, but the officials have again, would seem, contrived to render it inoperative, by persecution of native traders and confiscation of goods on various flimsy pretexts. Considering the value of the trade done under transit pass in Central China from the Yangtze ports, there can be no shadow of doubt that a very large increase of trade would take place here if the system were allowed to flourish in the Kwang provinces. The importance of this question will surely justify the Chamber in making a strong representation thereon to the British Minister and the attention of Mr. O'Connor may well be invited to the great desirability of making an effort to secure the opening of the West River, and other affluents of the Chukiang to steamers. I need not enlarge on the increase this concession would bring to trade in this Colony. It is only necessary to note how the trade of the Yangtze has developed since that river was opened to steam navigation, to form some idea of what would result from the upper arms of the great southern waterway being rendered accessible by steamers. The saline trade would not suffer by the step,

it would speedily find new sources of expansion. The concession is not much to ask. The Chinese Government have of late years been constantly seeking fresh concessions from Great Britain, and it is surely not too much for the British Minister to request this small set-off to the right to levy increased duty on opium, to the despatch of a native tribute-bearing embassy from Mandalay to Peking to feed Celestial vanity, to the establishment round the Colony of Hongkong of Chinese Customs stations, together with the surrender of other treaty rights without any *quid pro quo*. A memorial on this subject to the British Minister would serve to strengthen his hands in dealing with the Tung-ling Yamen, and help forward, I hope, the day when this concession will be secured.

The Chairman—I think that if Mr. Bellios was referring, in his allusion to the legislation of the United States, to what was known as the Opium Bill, he is a little incorrect; I think that Bill was rejected some time ago by the American Congress.

Mr. Bellios—I thought

The Share Market.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank.—110 per cent. prem. sales and sellers.
 The National Bank of China, Ltd.—on £8.10. paid up.—35 per cent. div. sellers.
 The National Bank of China, Ltd.—Founders' share, \$130 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—\$13, sales and sellers.
 The Bank of China, Japan & the Straits, Ltd.—Founders' share, £20, buyers.
 Chinese Imperial Loan of 1884, B.—24 per cent. premium, sellers.
 Chinese Imperial Loan of 1884, C.—3 per cent. premium, buyers.
 Chinese Imperial Loan of 1886, E.—14 per cent. premium.
 Union Insurance Society of Canton—\$82 per share, sellers.
 China Traders' Insurance Company—\$54 per share, sellers.
 North China Insurance—Tls. 115 per share, buyers.
 Canton Insurance Company, Limited—\$113 per share, sales and buyers.
 Yangtze Insurance Association—\$100, sellers.
 On Tai Insurance Company, Limited—Tls. 130 per share.
 Hongkong Fire Insurance Company—\$235 per share, sellers.
 China Fire Insurance Company—\$83 per share, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$20 per share, buyers.
 China and Manila Steam Ship Company—18 per share, sellers.
 Indo-China Steam Navigation Company, Limited—\$24 per share, buyers.
 Douglas Steamship Company—\$36 per share, sellers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—72 per cent. premium, sales and buyers.
 Geo. Fenwick & Co., Limited—\$15 per share, sales and sellers.
 Hongkong Hotel Company—\$20, per share, sales and buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.
 The Aquila Arms Hotel and Building Company, Limited—\$4 per share, sellers.
 The Shamoon Hotel Co., Limited—\$3 per share.
 Punong Mining Co.—\$71 per share, sales and buyers.
 The Rauli Gold Mining Co., Limited—\$61 per share, sales and buyers.
 The Balmoral Gold Mining Co., Limited—20 cents, per share, sales and buyers.
 Societe Frangaise des Charbonnages du Tonkin—\$90 per share, sales and sellers.
 The Jubilee Mining and Trading Co., Limited—\$51 per share, ex div. sales and sellers.
 The Selkirk Tin Mining Co., Limited—4 cents per share, sellers.
 London and Pacific Petroleum Co., Ltd.—\$14, nominal.
 China Sugar Refining Company, Limited—\$50 per share, sales and sellers.
 Luon Sugar Refining Company, Limited—\$35, nominal.
 A. S. Watson & Co., Limited—\$141 per share, sales and buyers.
 Dakin, Crickbank & Co., Limited—\$2 per share, sellers.
 Hongkong Dairy Farm Co., Limited—\$41 per share, sales and sellers.
 The Kowloon Land Investment Co., Limited—\$71 per share, buyers.
 The Hongkong Land Investment Co., Limited—\$54 per share, sales.
 The West Point Buildings Co., Limited—\$23 per share, sellers.
 H. G. Brown & Co., Limited—\$8 per share, sales and buyers.
 Hongkong and Kowloon Wharf and Godown Company—\$42 per share, sellers.
 Hongkong Rubber Manufacturing Company, Limited—\$92 per share, ex div. sellers.
 Hongkong Gas Company—\$100 per share, sales and buyers.
 Hongkong Ice Company—\$69 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$4 per share, sales and sellers.
 The Green Island Cement Co.—\$2 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$4 per share, sales and buyers.
 The Hongkong Steam Laundry Co., Limited—\$45 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$75 per share, sellers.

EXCHANGE.

On London—Bank, T. T. 2/3
 Bank Bills, on demand 2/3
 Bank Bills, at 4 months' sight 2/3
 Credits at 4 months' sight 2/3
 Documentary Bills, at 4 months' sight 2/3
 On Paris—Bank, T. T. 220/4
 Bank Bills, on demand 3/4
 Credits, at 4 months' sight 3/4
 On India—T. T. 220/4
 On Demand 220/4
 On Shanghai—Bank, T. T. 71/4
 Private, 30 days' sight 72

VISITORS AT THE HONGKONG HOTEL.

Mr. H. Allen. Mr. Mollison.
 Mr. F. J. Anderson. Mr. Morehead.
 Mr. Geo. Armstrong. Captain A. Murray.
 Miss Barbe. Mr. E. Nocht.
 Mr. A. B. Baker. Mr. P. O'Malley, A.S.C.
 Mr. H. B. Ber. Mr. W. H. Orchard.
 Mr. C. W. Bell. Mr. A. Perry.
 Dr. M. B. Boyd. Mr. R. Perez.
 Misses Donnell (3). Dr. Playfair.
 Mr. S. von Fries. Mrs. C. Popoff.
 Sir George Glynn. Mr. Portal.
 Rev. W. Gray. Miss Hutton Potts.
 Mr. H. E. Gregory. Mr. R. Redfern.
 Capt. T. Hall. Mr. and Mrs. W. H. L.
 Mr. J. Harris. Roberts.
 Mr. A. W. James. Miss Rutledge.
 Mr. and Mrs. E. W. Mr. V. de Solviers.
 Knox. Madame Solomac.
 Mr. E. Kreitzschmar. Mr. Ivo Streich.
 Mr. P. de V. Licares. Mr. and Mrs. Sweet
 Mr. A. Lind. and maid.
 Mr. and Mrs. H. W. Mr. W. C. P. Tay.
 Little. Mr. R. L. Thomson.
 Mr. A. H. Macdonald. Mr. H. A. S. Thomson.
 Mr. H. C. Macdonald. Mr. V. To.
 Mr. B. Marc. Mr. and Mrs. Warren.
 Mr. B. McArthur. Mr. and Mrs. W. Wotton.
 Mr. I. F. McEwen.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson. Mr. W. H. R. Loxley.
 Mr. Bird. Mr. Medhurst.
 Mr. F. Deacon. Mr. Monney.
 Mr. F. East. Mr. A. E. Skeels.
 Mr. W. H. Gaskell. Mr. Sparrow.
 Mr. E. J. Gilt. Captain Moore.
 Mr. Thos. Howard. Mr. E. Tomlin.
 Mr. V. Kolob.

MAILS EXPECTED.

THE AMERICAN MAILS.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., from San Francisco, left Yokohama on the 2nd instant, and may be expected here on the 8th.
 The P. M. S. S. Co.'s steamer *China*, with mails, &c., left San Francisco for this port via Yokohama, on the 25th ultimo.
 The Northern Pacific Steamship Co.'s steamer *Mogul* left Tacoma, Washington for this port on the 20th ultimo, via Japan Ports.
 The Indian Mail.
 The 'Apost' line steamer *Arcturion* appears from Calcutta, left Singapore on the 2nd instant, and is expected here on the 9th.

STEAMERS EXPECTED.

The 'Ben' line steamer *Benloga*, from Antwerp and London, left Singapore on the 28th ultimo, and is expected here on the 5th instant.
 The 'Glen' line steamer *Glenfallock*, from London and the Straits, left Singapore on the 29th ultimo, and is expected here on the 5th instant.
 The P. & O. S. N. Co.'s steamer *Formosa* left Shanghai on the 2nd instant, and may be expected here on the 5th.
 The P. & O. S. N. Co.'s steamer *Takuran*, from Bombay, left Singapore on the 2nd instant, and may be expected here on the 5th.
 The China Shipping Mutual S. N. Co.'s steamer *Peking*, from Glasgow and Liverpool, left Singapore on the 3rd instant, and is due here on the 9th.
 The steamer *Yava* left Bombay on the 1st instant, and may be expected here on the 19th.

Shipping.

ARRIVALS.

SHANTUNG, British steamer, 1,879, H. C. D. Rampton, 3rd May, Samarang 24th April, Sugar, Butterfield & Swire.
 ARCHER, British steamer, 1,770, Captain R. W. Scott Rogers, 3rd May, Natuna Islands 24th April.
 GLENOLIE, British steamer, 2,500, Wm. E. Duke, 4th May, Singapore 28th April, General—Jardine, Matheson & Co.
 BRAZILIERA, British barque, 294, A. Skelling, 4th May, Singapore 21st March, Timber—Captain.
 HAINAN, German steamer, 741, F. Samuelson, 4th May, Newchwang, via Chefoo 28th April, Beans—C. M. S. N. Co.
 CHOSANO, British steamer, 1,194, R. C. D. Bradley, 4th May, Canton 4th May, General—Jardine, Matheson & Co.
 NIERSTEIN, German steamer, 731, L. Albers, 4th May, Canton 4th May, General—Melchers & Co.
 FREICHO, British steamer, 994, John Warren, 4th May, Canton 4th May, General—Siemens & Co.
 MARIA VALERIE, Austrian steamer, 2,644, A. Mitis, 4th May, Kobe 20th April, General—D. Sassoon, Sons & Co.
 TAISANG, British steamer, 1,505, H. W. Hogg, 4th May, Shanghai 20th April and Swatow 3rd May, General—Jardine, Matheson & Co.
 FOKIN, British steamer, 509, W. Davis, 4th May, Tamsui 1st May, and Swatow 3rd, General—D. Laprak & Co.
 IRENE, British steamer, 826, H. Webber, 4th May, Antwerp 15th March, General—Siemens & Co.
 HATHONO, French steamer, 874, H. Galletti, 4th May, Halphong and May, General—Messageries Maritimes.
 AIRA, British steamer, 1,495, W. Ellis, 4th May, Sydney 11th April, Brisbane 14th, Townsville 16th, Cooktown 17th, Thursday Island 21st, and Port Darwin 25th, General—Gibb, Livingston & Co.
 CLEARANCES AT THE HARBOUR OFFICE.
 BASIN, German bark, for Newchwang.
 NINGPO, German steamer, for Shanghai.
 BENLOMUD, British steamer, for Saigon.
 OREYA, British steamer, for Canton.
 MALAPEDIA, British steamer, for Saigon.
 INDEPENDENT, German steamer, for Singapore.

DEPARTURES.

May 3, *Zafra*, British steamer, for Amoy.
 May 3, *Oceanic*, French steamer, for Shanghai.
 May 4, *Fidella*, German steamer, for Bangkok.
 May 4, *Alutia*, German steamer, for Hobeu.
 May 4, *Libelle*, British steamer, for Bangkok.
 May 4, *Prolos*, German steamer, for Bangkok.
 May 4, *Talchoeng*, German steamer, for Swatow.
 May 4, *Independent*, German str., for Singapore.
 May 4, *Ningpo*, German str., for Shanghai.
 May 4, *Pamela*, British steamer, for Saigon.
 Per *Glenlogie*, str., from Singapore, 326 Chinese.
 Per *Fokien*, str., from Tamsui, &c.—Mr. R. Fraser-Smith, Mrs. Focken, Miss C. Focken, and 119 Chinese.
 Per *Maria Valeris*, str., from Kobe.—Mr. Enrico Fenerelsen.
 Per *Taiyang*, str., from Shanghai, &c.—Mr. Weston, and 82 Chinese.
 Per *Irma*, str., from Antwerp.—Mr. Phillips.
 Per *Arcturion*, str., from Sydney.—The Company of Kinross and mald, Lady Eibel Keth-Falk, Mrs. Lady Hilda Keth-Falconer, Mr. and Mrs. R. Harvey, Miss Harvey, Mr. and Mrs. H. B. Collicott, E. J. Brown, J. H. Irvine, H. M. Irving, V. R. Bowden, L. Dauphin, H. Robinson, H. M. Johnson, 12 in other classes, and 33 Chinese.
 DEPARTED.
 Per *Empress of India*, str., for Shanghai.—Messames Davies, Ridley, Johnstone, and Mr. Such. For Kobe.—Bishop and Mrs. Burdon, Mr. and Mrs. Donovan, Messames Higgins, Cadick, and Ireland, and Captain S. G. Moore. For Yokohama.—Major and Mrs. Robinson, 2 children and a servant, Mrs. Gillies, Mrs. Kramer, Miss Wilson, Miss Field, Surgeon-Captain Westcott, Messrs. E. B. Wexlan, W. Thomas, and W. Goodbody. For Vancouver.—Mr. and Mrs. Hurd, Dr. Gray, Rev. A. B. Simpson, and Mr. Hellman. For Chicago.—Mr. Smith, For Toronto.—Mr. D. Blain. For London.—Dr. and Mrs. Hartigan, Miss and Master Hartigan, and mald, Mr. and Mrs. P. A. Carr, Miss Featherstonhaugh, Mr. and Misses Gilling, C. E. Proctor, D. H. McKelvie, W. H. Middleton, and H. W. Renne. For Liverpool.—Mr. and Miss Woods. For Portsmouth.—Private J. Gardner. For Hamburg.—Mr. Ebers. For Paris.—A. Berthoin.
 Per *Oceanic*, str., for Shanghai from Hongkong.
 Mrs. Constantine and sister, Miss Martins, Messrs. Vito, E. P. de Sena, Gex, E. E. Wadman, and L. Segura. For Kobe.—Messrs. V. de Solviers, M. S. de Vismans, R. Perez, and Tang How Peng. For Yokohama.—Mr. and Mrs. L. Roberts, Mr. and Mrs. E. Fuchs, Mrs. Taylor, Mrs. C. Allford, Mrs. Ward, Mrs. Stranvey, Messrs. Carron and Lucas. From Marcellus for Shanghai.—Messrs. Emilie Villard, Dubail, and Gordon. For Yokohama.—Mr. and Mrs. Paul Colomb, West, Misses Gysin and Chales. From Calcutta.—Mr. Mallich. From Batavia.—Mr. Howell and servant. From Singapore.—Mr. and Mrs. Rose, Misses Harris, Grus, Messrs. Kinzel, B. Barclay, Beyer, and a Japanese. From Saigon.—Mr. Rolland, Messrs. Roudie and Rover.

Per *Zafra*, str., for Amoy.—Messrs. A. H. Road, J. P. MacIntyre, A. C. Caniero, and S. Dean.

REPORTS.

The British steamship *Irma* reports that she left Antwerp on the 15th March. Had generally fine weather throughout especially from Singapore.
 The British steamship *Glenlogie* reports that she left Shanghai on the 28th ultimo. Had very fine weather with light airs and calms to North Reef; thence had light to moderate northerly breezes, and cloudy weather with smooth sea throughout.
 The British steamship *Takuran* reports that she left Shanghai on the 29th ultimo, and Swatow on the 3rd instant. High light variable winds, accompanied with dense fog at times, to Swatow; thence to port had moderate northerly winds and cloudy weather.
 The British steamship *Arcturion* reports that she left Sydney on the 11th ultimo, Brisbane on the 13th, Townsville on the 16th, Cooktown on the 17th, Thursday Island on the 21st, and Port Darwin on the 25th. Experienced variable winds and fine weather throughout. Made fast to Company's buoy, Hongkong, at 3.45 p.m. on the 4th instant.
 The British steamship *Fokien* reports that she left Tamsui on the 1st instant, and Swatow on the 3rd. From Tamsui had light west-north-west winds with overcast weather and calms the first part of the passage, and the latter part had variable south-west winds and calms with fog to Swatow. From Swatow had light to moderate northerly winds and fine but cloudy weather. In Swatow the steamships *Stahan* and *Namoa*.

Post Office.

A MAIL WILL CLOSE—

For Swatow, Singapore, and Bangkok.—Per *Telchlow* to-morrow, the 5th instant, at 9.30 A.M.
 For Nagasaki, Kobe, and Yokohama.—Per *Ravenna* to-morrow, the 5th instant, at 11.30 A.M.
 For Swatow, Amoy, and Tamsui.—Per *Fokien* to-morrow, the 5th instant, at 11.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

AMIGO, German steamer, 771, A. Bendixen, 30th April, Saigon 26th April, Rice and Paddy, Wile & Co.
 ATHOL, British steamer, 1,476, Watson, 1st May, Saigon 28th April, Rice, Paddy, and Cotton—Order.
 BENALDER, British steamer, 1,286, C. K. McIntosh, R.N.R., 2nd May, Saigon 28th April, Rice and Paddy—Gibb, Livingston & Co.
 BENLIS, British steamer, 1,481, J. H. Clark, 1st May, Saigon 28th April, Rice and Paddy—Gibb, Livingston & Co.
 BENTOMOND, British steamer, 1,705, W. Thomson, 27th April, Saigon 23rd April, Rice—Gibb, Livingston & Co.
 BORODA, Italian steamer, 1,595, F. Ansaldo, 3rd May, Bombay and Singapore 26th April, General—Cassell & Co.
 CEDAR BRANCH, British steamer, 1,645, George Pitcher, 3rd May, Moll (Japan), 27th April, Coals—Doddwell, Carill & Co.
 CHANGSHA, British steamer, 1,465, J. E. Williams, 29th April, Australian Ports 8th April, General—Butterfield & Swire.
 CROWFA, British steamer, 1,057, F. W. Phillips, 1st May, Bangkok 23rd April, General—Yuen Fat Hong.
 FAMA, British steamer, 1,177, Captain McIsaac, Hongkong Government tender.
 FORMOSA, British steamer, 674, P. R. Hall, 25th April, Tamsui, via Amoy, and Swatow 28th April, General—D. Laprak & Co.
 FRAMNES, Norwegian str., 958, O. Thorbjornsen, 3rd May, Moll (Japan), 28th April, Coals—Doddwell, Carill & Co.
 GAELIC, British steamer, 4,200, Pearee, 29th April, San Francisco 4th April and Yokohama 24th, Mails and General—O. & O. S. S. Co.
 INORAHAN, German steamer, Piper, 2nd May, Saigon 28th April, Rice—Wile & Co.
 KONO BEND, British steamer, 862, J. E. Jackson, 18th April, Bangkok 12th April, General—Yuen Fat Hong.
 METAPEDIA, British steamer, 1,454, W. Fraser, 28th April, Saigon 33rd April, General—Woo Kee.
 NURNBERG, German steamer, 3,207, B. Blanke, 30th April, Yokohama 21st April, Kobe 24th, and Nagasaki 26th, Mails and General—Melchers & Co.
 PILOT FISH, British steamer, 161, A. Stopani, Hongkong and Whampoa Dock Co.
 PROPOSAL, British steamer, 1,377, W. H. Fraser, 14th March, Saigon 9th March, Rice and Paddy—Arnold, Karberg & Co.
 RAVENNA, British steamer, 1,915, G. W. F. Brown, R.N.R., 24th April, Yokohama 15th April Mails and General—P. & O. S. S. Co.
 RIVERDALE, British steamer, 1,311, E. Peck, 25th April, Moll 19th April, Coals—Doddwell, Carill & Co.
 ROMULUS, Spanish steamer, 531, G. Mendigoren, 4th April, Manila 30th March, General—Shewan & Co.
 TACOMA, British steamer, 1,661, J. R. Hill, 26th April, Tacoma 25th March, General—Doddwell, Carill & Co.
 TAICHOW, British steamer, 852, R. Unsworth, 29th April, Bangkok 22nd April, Rice—Yuen Fat Hong.
 WINGWANG, British steamer, 1,517, A. de St. Croix, 28th April, Calcutta 12th April, and Singapore 22nd, General—Jardine, Matheson & Co.
 ZAMBENI, British steamer, 1,567, G. J. Edwards, 1st May, Saigon 28th April, Rice and Paddy—Doddwell, Carill & Co.

SAILING VESSELS.

BANDANIERA, British 4-masted schooner, 1,775, T. G. Jones, 11th Feb., New York 14th October, Kerosene Oil—Captain.
 BASUTO, German bark, 148, Egger, 26th April, Amoy 23rd April, Ballast—Captain.
 CRUTCH, British ship, 1,747, C. Owen, 5th March, New York 4th Oct., Oil—Shewan & Co.
 IRON DUKE, German bark, 1,413, H. Hasegawa, 4th April, New York 29th Oct., Petroleum—Shewan & Co.
 JOSEPHUS, American ship, 1,840, T. Rogers, 1st April, New York 14th Nov., Oil—Reuter, Brockman & Co.
 MILLY, German schooner, 91, O. Kessler, 16th April, Talu 12th March, General—Siemens & Co.
 PAPA, German bark, 748, T. W. Thoms, 17th Jan., Cardiff 14th Sept., Patten Fuel and Coke—Order.
 PARAMITA, American ship, 1,498, Bowler, 21st April, San Francisco 17th Feb., Flour—Chinese.
 R. R. THOMAS, American ship, 1,335, Nicholas, 11th March, New York 19th October, Petroleum—Order.
 SEKATOR, British ship, 1,695, H. P. Smith, 22nd March, New York 26th October, Cass Oil—Melchers & Co.
 TREMONT, British bark, 948, J. R. Winchester, 17th April, Victoria, B.C., 17th Ballast—Captain.
 VICTORY, British bark, 491, K. Martin, 25th Feb., Honolulu 18th Jan., General—Chinese.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN 5,000 Tons WEDNESDAY, 24th May.
 EMPRESS OF CHINA 5,000 " WEDNESDAY, 14th June.
 EMPRESS OF INDIA 5,000 " WEDNESDAY, 5th July.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.
 Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers choice of Atlantic Line.

RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

E. HOLLOWAY,
 General Agent.
 13

Hongkong, 12th April, 1893.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Yokohama and Honolulu) Tuesday, 9th May.
Belge (via Nagasaki, Kobe, Yokohama and Honolulu) Thursday, 8th June.
Oceanic (via Nagasaki, Kobe, Yokohama and Honolulu) Tuesday, 27th June.

THE Steamship.

"GAELIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 9th May, at daylight. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to those fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
 Hongkong, 4th May 1893.

NOTICE.

JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEY'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.
 Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says
 "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
 Bank Buildings,
 Hongkong, 19th June, 1893.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma Saturday May 6th.
Mogul Saturday May 27th.
Victoria Saturday June 17th.
Tacoma Tuesday July 18th.
Mogul Tuesday August 8th.
Victoria Tuesday August 29th.

THE Steamship.

"TACOMA," Captain Hill, sailing at Noon, on SATURDAY, the 6th May, will proceed to VICTORIA, B.C., and TACOMA, via INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Company, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARILL & Co.,
 Agents,
 Hongkong, 29th April, 1893.

Hotels.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is now open and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SUMMER RATES.

One person, per day \$ 4.00
 One person, per week 25.00
 One person, one month 75.00
 Married couple (occupying one room) per day 7.00
 Married couple (occupying one room) per week 45.00
 Married couple (occupying one room) per month 125.00
 For full particulars apply to

VICTORIA HOTEL,
 Hongkong, 11th April, 1893.

THE SHAMBEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East. The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, &c., of the best quality only.

A WELL APPOINTED BILLIARD ROOM. JOHN C. FOSTER, Manager.

Hongkong, 1st September, 1892.

HAUENSTEIN'S HOTEL, AMOY.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors, an EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate. R. HELLWIG, Proprietor.

Amoy, 1st September, 1892.

TAKARADZUKA HOTEL.

ONE HOUR AND A HALF FROM KOBE, via NISHINOMIYA.

EXCELLENT CUISINE AND CELLAR.

LOVELY SCENERY AND COOL NIGHTS.